

## CORRODER TO PROBE DEATH IN AUTO CRASH

Killing of William Schaffer Called Accidental, But Investigation Is Planned.

INQUEST HERE TOMORROW

Police Say, However, They Can Fix No Blame for Bladensburg Road Tragedy.

Although the police declared the smashup an accident, Coroner J. Ramsey Nevitt today ordered a thorough inquiry into the death of William Schaffer, thirty-eight, of 501 Thirtieth street northwest, who was killed when two machines were wrecked on the Bladensburg road early today.

An inquest will be conducted over the body at the District morgue tomorrow afternoon at 2:30 o'clock. The police say Schaffer was riding in a machine owned and operated by Arthur C. Smith, of 212 S street northwest, when the vehicle crashed into a trolley pole, near Twenty-Eighth street northwest.

Schaffer was catapulted from his seat and thrown into the road. He suffered a fracture of the skull and died on the way to Emergency Hospital.

Others Slightly Hurt.

Smith and Miss Marie Taylor, of 115 I street northwest, and the latter's friend, Miss Gertrude Fitzpatrick, of St. Paul, escaped with minor injuries.

Jesse Mann, thirty-six, of 931 Fifth street northeast, and Marion Baden, of 43 I street northwest, who were in a machine directly behind the Smith car, were pinned under their vehicle when it went over a fifteen-foot embankment.

Mann, who was operating the second machine, said that he swerved to keep from hitting a form which was thrown from the machine which struck the trolley pole and in doing so his machine left the road and turned over.

The weight of the machine, he said, pinned him to the ground and he had to wait some time before assistance could be called.

Condition Critical.

When finally the unconscious bodies of the men were taken from beneath the car they were carried to Casualty Hospital. There Mr. Mann's condition was pronounced serious, as he had suffered internal injuries, and a leg had been fractured.

Schaffer's body was rushed to Emergency Hospital in a car commandeered by Miss Taylor, but he died before he reached the hospital. His skull had been badly crushed.

Central office detectives and the police interrogated every one concerned in the affair today, and came to the conclusion that they could hold no one responsible.

Smith and Mann, the operators of both vehicles were taken to Police Headquarters and questioned for nearly an hour.

Smith explained he could not see the trolley pole as it had no light on it and is practically in the middle of the roadway at Twenty-Eighth street.

Saw Form in Road.

Mann told Inspector Grant, Chief of Detectives, that he ran his machine on the roadway to avoid striking the form of what looked to him like a woman, thrown from the Smith machine.

Inspector Grant said eyewitnesses think Schaffer's fatal injuries were the result of striking the roadway on his head.

Miss Fitzpatrick came to Washington about three weeks ago, according to her statement. She and Miss Taylor went out to Bladensburg last night unaccompanied, she stated, to (Continued on Second Page.)

## Provisions Soar To Record High Prices

Butter, Milk, and Eggs Lead Advance in Chicago and New York.

CHICAGO, Oct. 3.—Prices for butter and eggs reached today the highest prices ever known at this season of the year. Dealers said the end was not in sight.

Extra creamery butter sold for 24 cents, when a year ago it was 27.

Eggs, sold a year ago for 23 1/2 to 24 cents, reached 36 and 31 cents wholesale. Cheese showed a rise from 14 1/2 to 21 1/2 cents. Potatoes have nearly tripled in price.

NEW YORK, Oct. 3.—Milk is up a cent a quart. Broad costs a penny more per loaf. Meats are constantly on the rise. That is the tale all over town, but today a new boosting process is under way—increasing in the price of vegetables.

Corn on the cob sold today at \$3.25 per 100 ears, against \$1.50 a year ago; string beans were \$2.50 a bushel against 75 cents a year ago; a crate of tomatoes was \$6 against 50 cents; peaches, \$1.25 a basket, against 85 cents; and so on through the list. The best grade of eggs are within reach only of a Rockefeller pocketbook and butter and meats are at record heights.

Cotton Exports Drop.

Cotton exports during the week ending September 30 were 146,169 bales, against 217,914 bales for the corresponding week last year. Exports since August 1 are 993,559 bales, in the preceding year.

## Clergymen and Other Prominent Residents Witness 'Purity' Film

Rev. Dr. McKim, Rabbi Silverstone, and Father Hurney Among Those Who Review Photoplay at Private Exhibition Given by Tom Moore.

An audience representing the clergy and laity, the artistic and commercial elements of Washington, applauded and expressed approval of the photoplay "Purity," at a private performance given at the Garden Theater this morning by Manager Tom Moore.

The performance was given for the special benefit of District Commissioner Brownlow, whose recommendations to the Commissioners resulted Saturday in a rule against "nudity in public" being issued, which barred this particular film from public exhibition here. Commissioner Brownlow was unable to be present, however, because of pressure of other business, and sent Insurance Commissioner Charles F. Nesbit to represent him.

Others in the audience who saw the film were the Rev. Dr. Randolph H. McKim, Rabbi Silverstone, the Rev. Father F. J. Hurney, of the Sacred Heart Church; Mr. and Mrs. Raymond Beveridge Morgan, Mrs. Anton Holtzner, Mrs. Rose Chamberlain, Mrs. Tompkins, Mr. McDonald, Mr. Meyer Rosenkhal, J. T. Chesley, Miss Chesley, Mrs. E. Woodward, and representatives of local newspapers and film exchanges.

General Approval Expressed.

General approval of the photoplay was expressed by all of those present. There was no general objection to the film. Dr. McKim expressed approval of the

story, but thought there might be less nudity in the picture. Father Hurney approved the entire film. Rabbi Silverstone spoke in high praise of the film. The artists in the audience, notably Mr. McDonald and Mrs. Tompkins, were enthusiastic in their praise of the film and the manner in which the story was told and the picture exhibited.

Manager Moore was much encouraged by the views his audience expressed and will seek another opportunity to have Commissioner Brownlow see the film personally. He expressed himself as willing to eliminate any part of the film the Commissioner thought was not proper to be shown, but he made the point that the Commissioner himself should see it before he finally condemned it.

Perhaps the most indignant person with regard to the prohibition of the exhibition of "Purity" in Washington is the author of the play, Clifford Howard, who long was a resident of this city and for many years was an official of the District, during which time he helped frequently in framing the regulations of just the sort that bars his play from public view.

Mr. Howard's Views.

Mr. Howard was acquainted with the action of the authorities by wire at his home in Santa Barbara, Cal. At the invitation of The Times to express his views Mr. Howard replied: "It is difficult for me to understand the barring of 'Purity' in Washington. It has been shown in other cities and appreciated as

(Continued on Second Page.)

## Warm Welcome Given D. C. Guard at Bristol

Gifts and Trinkets, With Good Things to Eat, Presented to Boys During Stop at the Tennessee City.

By a Staff Correspondent.

BRISTOL, Tenn., Oct. 3.—A large part of Bristol's population turned out today to welcome the 225 District militiamen who made a brief stop here en route to the border. The soldiers remained long enough to receive many gifts and trinkets from the Bristolians and talk with the boys of girls, who flocked about the train.

All of the cavalrymen and artillerymen were as happy as larks and seemed to be enjoying themselves. The fact that they are traveling as freight and that the train is sidetracked every half hour or so, fails to disturb their equanimity. They relish the travel as a relief from the monotonous routine of camp life at Fort Myer.

Many of the soldiers were gaily today as a result of the high living last night. Following their march they were full of chicken and other good things

to eat, which were passed through the car windows to them.

Capt. L. C. Vogt, commanding Battalion, who has charge of the train, reported today that a thorough inspection showed all men and their equipment to be in the best possible condition. The men are traveling in comfort approaching luxury and are being fed on the fat of the land.

Railroad Officials With Train.

H. L. Bishop, district passenger agent for the Southern railroad, in Washington, and Carlisle Needham, passenger agent for the N. and W., accompanied the soldiers here to facilitate the movement of the train. Bishop and Mr. Needham, with the militiamen.

Both Captain Vogt and Captain Needham allowed their men to disembark here and make a short tour (Continued on Page Twelve.)

## AVIATOR IS FOUND DRIFTING ON WATER

Lawrence Sperry Forced to Descend Off Nantasket by Lack of Gasoline.

BOSTON, Oct. 3.—After drifting all night in his hydro-aeroplane off Nantasket, where he had been forced to descend through lack of gasoline, Lawrence Sperry, New York aviator and inventor, was picked up early today.

Sperry was none the worse for his night on the water. He was not accompanied by Capt. Leo Dewey as had been first reported.

Will Take Time in Locating New Plant

Daniels Sits October 10 For Final Hearing on Armor Factory Site.

Navy Department officials indicated today that it may be several months before a site is chosen for the \$11,000,000 armor plate factory, for which Washington and Alexandria are candidates.

Briefs are arriving at the Navy Department daily from cities seeking the armor plant site. Digests of all these briefs are being prepared for submission to Secretary Daniels on his return next week from his Western campaign tour.

Secretary Daniels has called a hearing for October 10 which will be the last day in court for cities seeking the armor plant. Originally this hearing was intended for Alexandria alone, but other requests have been received, and it has been decided to make this a "clean-up" hearing.

School Books, Second Hand and New. Lowdermilk & Co. 123 F St. Advt.

This Evening's Greeting Will Be Their First Since the Year 1914.

NEW YORK, Oct. 3.—Despite all sorts of rumors regarding slip-ups, the property man in charge of the "Dear Bill" and "Dear Theodore" drama, is staged tonight at the Union League Club, insisted today he would be able to produce some 200 pounds of ex- and about 170 pounds of hope-to-be-President Taft.

Former President Taft, confessed to New Haven today. He had been in President Roosevelt by some 35 pounds.

This evening's meeting between Taft and Roosevelt will be the first time they have reached speaking distance since 1914, when they were coldly formal at a funeral in New Haven of a mutual friend.

Referring to the love feast as a "crow-eating contest," Chairman McCormick, of the Democratic National Committee, today also took a fling at Hughes as the candidate of the hyphenates.

"I trust the people of New York and the entire country will pay particular attention," he said, "to the crow-eating contest between Taft and Roosevelt tonight. One of the spectators will be Charles Evans Hughes. Possibly he will say something about his friend, Jeremiah O'Leary, of the American Truth Society. While Mr. Hughes may not know the gentleman, there is no question that O'Leary is a friend of his. No one doubts any more that Hughes has accepted the candidacy of the hyphenates. His silence on O'Leary's intemperate letter to President Wilson proves that."

Beaten by Milk Strikers, May Die

WINGDALE, N. Y., Oct. 3.—Irving P. Waite, farmer, is so badly injured, as the result of attacks by striking dairymen that physicians held out little hope today for his recovery.

Warrants have been issued.

## INTERLOCKING BANK DIRECTOR RULING GOES OPEN

Washingtonians Who Protested Ruling Go Before Federal Reserve Board.

DISCUSSION IS PRIVATE

William J. Flather, Alexander Wolf, Albert S. Gately, and Frank B. Noyes Appear.

Hearing of the cases of Washington bank directors who objected to the ruling of the Federal Reserve Board regarding their presence on the directorates of two or more banks began at 2 o'clock this afternoon.

Those who were to appear this afternoon are William J. Flather, Alexander Wolf, Albert S. Gately, and Frank B. Noyes.

The only statement given out by the Federal Reserve Board preceding the hearing was that including these names which said:

"There will appear before the Federal Reserve Board this afternoon, October 3, either in person or otherwise, the following directors of banks who are to present arguments regarding their status under the Clayton Act: (Names)."

No Advance Information.

The board declined to give any information in advance regarding the bank connections of these directors which fall within the scope of the recent ruling upon interlocking directorates.

The hearing was before the entire board, in executive session.

William P. C. Harding, governor of the Federal Reserve Board, today explained that the hearings were behind closed doors because many questions will be asked bearing on the nature of the business done by the banks upon whose boards the directors appear.

"It really is not a hearing, so much as a conference," said Mr. Harding. "We have a number of the directors here at once to hear the nature of the business done by the banks in question, the extent and volume of that business, and of course, should not be made public."

Following the hearing this afternoon a statement concerning the hearing will be issued through the secretary of the board. This statement will include the names of all those appearing. It was stated that the general purpose of the hearings.

The Washington directors appearing today are among fifty or more affected by the ruling of the Federal Reserve Board regarding interlocking directorates of competing banks.

Some Allowed.

In each case applications to continue upon two or more boards were made. Some of these were allowed, when it was found the institutions with which they were connected were not competitive. Others were refused.

Some of those refused asked for a hearing and it was for those that the hearing this afternoon was arranged. Some of those who were affected by the ruling were not made public. Reserve Agent Caldwell Hardy, in Richmond, Va., said that he had been denied a hearing. Other hearings of Washington directors may be heard from time to time.

Door Key May Free Small of Murder

Defense Looks on New Evidence as Favorable to Accused Husband.

MOUNTAIN VIEW, N. H., Oct. 3.—A key in the lock of the Small cottage, which Mrs. Frederick Small was brutally murdered last Thursday, may be the evidence which will unlock the bars confining her husband, and make him a free man after the hearing next Thursday, his attorneys declared today.

When the burning embers of the cottage had cooled, the key to the front door was found on the inside of the door, which had been locked. It was found that someone had locked it.

The prosecution admits that the door had no spring lock and the defense pointed out that Small could not have locked it after his departure, and held that someone else must have committed the crime from inside the house.

Funeral services were conducted over the remains of the murdered woman, while her husband paced his cell and wept that he could not be there. The case, with its wealth of roses, bearing the message of love from the accused man, was placed in a vault and the body will not be buried until after the hearing.

I. C. C. STARTS PROBE OF U. S. MAIL PAY

To determine whether the railroads shall receive compensation by weight or by space for carrying United States mail, the Interstate Commerce Commission today entered into an investigation in pursuance of the provision of the new postoffice appropriation.

The commission is empowered to "fix and determine rates, compensation, and methods."

## BULGARS BATTLE WITH ROUMANIAN INVADING FORCES

Attack Army That Crossed Danube Without Opposition Under Cover of Fire From Monitors in River East of the Fortress of Rustchuk.

LONDON, Oct. 3.—Bulgarian forces have attacked the Roumanian army that crossed the Danube and invaded Bulgaria Sunday, and a violent battle is raging east of the fortress of Rustchuk.

An Amsterdam dispatch reported this afternoon that the Roumanian forces effected a crossing with little opposition, and threw up strong entrenchments before they were attacked. Roumanian monitors first silenced Bulgarian shore batteries, and under cover of their fire their invading force was landed.

An official statement from the Bulgarian war office, delayed in transmission, declared that preparations had been made to attack the Roumanian force.

A Rome wireless dispatch this afternoon said it was reported from Petrograd that Field Marshal Mackensen ordered the evacuation of the Dobrudja fortress of Silistra and Tutraan after the Roumanians crossed the Danube.

ARMY ESTIMATED AT 20,000.

The size of the army that crossed the Danube is not known here, but English military critics today declared they believed it was composed of at least 20,000 men. They pointed out that a smaller force would be pinned against the bank of the river by the Bulgarians, and would meet the same fate as the Roumanian garrison that attempted to retreat across the river from Tutraan fortress.

At the same hour that Roumanians invaded Bulgaria, the Russo-Roumanians in Dobrudja launched a series of heavy attacks, apparently to prevent the Teutons from shifting forces from that region. The battle is going on with the Russo-Roumanians exerting heavy pressure against the enemy flanks.

Interest in the new phase of the fighting in the Balkans has shifted from the Somme, where the Russian offensive and also from the Russian front, where severe fighting is reported. Along the Somme, rainy weather again hindered operations yesterday.

RUSSIANS BEAT BACK ATTACKS OF GERMANS

PARIS, Oct. 3.—A German attempt against French positions east of Compiègne was quickly repulsed by the French last night. It was officially announced today. Elsewhere, with exception of a rather violent artillery duel in the region of Rancourt, the (Continued on Second Page.)

## CLUB ASKS HUGHES TO VISIT CAPITAL

An Address Before Washington Republicans Is Asked by Special Committee.

Charles Evans Hughes, Republican candidate for President, will be invited by a special committee of the Hughes' Club here to come to Washington in the near future to address a Republican mass-meeting.

The committee, consisting of Harry Wardman, Edward B. Eynon, Jr., and Rufus S. Day, left for New York last night, and were to see Mr. Hughes today at the Republican national headquarters. They will bring the Hughes' reply back with them tomorrow.

In the meantime, plans are going ahead for the automobile procession which will leave from this city to Baltimore on the evening of October 11, when Mr. Hughes will speak there.

The automobiles will form on the White Lot at 4 o'clock that afternoon, and will "hit the pike" for Baltimore after parade through Washington. Arrangements are being made for a special train to carry those unable to go by automobile.

It is hoped by officers of the club that Mr. Hughes may find it convenient to come to Washington about the time he is in Baltimore.

Bears Raid Market, Send Leaders Down

General Motors Goes Up to New High Record of \$759 a Share, However.

NEW YORK, Oct. 3.—Bears raided the stock market today, sending several of the leaders off 2 points or more, while General Motors moved up to \$759 a share, a new record, and U. S. Steel for the day.

United States Steel sold down to 126 1/2. Marine preferred sold 2 at 120 1/2. Coppers were weak.

Equipment issues met market advances during a half million share morning. New York broke leading with an advance of four points to 135 and International Nickel advancing 3 to 55.

## RAILROADS REQUIRE PUBLIC UTILITIES COMMISSION'S BASIS FOR COMPUTING STANDARD OF SPACE SHOWN.

Public Utilities Commission's Basis for Computing Standard of Space Shown.

CANNOT REGULATE PUBLIC

System Will Not Require Additional Cars, But May Make Over Schedules.

Beginning November 1 street car patrons in the District are to enjoy the novel experience of always finding a seat in non-rush hours and no longer being compelled in rush hours to stand on each others' corns.

That is to say, that will be their experience if the new rules just adopted by the Public Utilities Commission for a standardization of street car service work out in practice as well as they do in theory.

SPACE REQUIRED.

These rules state that during non-rush hours street car companies must maintain on the average a service of 125 seats for every 100 passengers carried; and that during the rush hours each standing passenger must on the average have seven square feet of space in which to swing from a strap, and never less than three square feet. The rush hours are fixed as being between 6:30 and 9:15 o'clock in the morning, and between 3:45 and 6:30 in the afternoon.

Under these rules, no car on the Mt. Pleasant line of the Washington Railway and Electric Company, for example, which is equipped with these single benches running the length of the car on either side, would be expected, theoretically to have more than fifty-five passengers on board in rush hours, or thirty-eight seated and seventy-one standing.

Center-Door Cars.

In the case of the center-opening cars the basis in rush hours would be a total of fifty passengers, forty-eight of which would be seated and twelve standing.

In the case of the cars of the Capital Traction Company, such as those in most common use on the Fourteenth street and Pennsylvania avenue lines, with the two longitudinal seats at either end and cross seats in the center of the car, the computation of fifty-five passengers in rush hours, forty of them seated and fifteen standing.

As stated, these are the results which the new rules are expected to produce. While they are designed to improve tremendously the service on street cars in the city, they are not intended to result in any general improvement on all lines. In other words, they are based on what months of observation by inspectors of the Public Utilities Commission have shown already to be the average service, taking all car lines into consideration.

Means of Enforcement.

By way of enforcing them, a simple expedient is to be adopted. In the first place it is figured that in order to insure that the companies will always furnish sufficient cars so that a minimum standing space of three feet will be available in rush hours, the commission will use the seven square feet basis in computing the average service in rush hours.

Observations will be stationed along the various car lines to make half hourly observations. Taking the rush hour service first, and using the seven square feet of standing space, the computation with respect to the type of Mt. Pleasant car first referred to (those with the long single benches on either side of the car) would be about as follows:

Carrying Value.

On the seven square square feet basis the total number of passengers to be carried would be fifty-one, the "carrying value" of the car. Assume that ten such cars would pass a given point in a single half hour period. If these ten cars on several successive mornings carried a total of more than 510 passengers, it would be proof that not enough cars were being run in this period, and the company would be ordered to put more on. Suppose that the observations of the inspectors over a series of half hour periods figured out as follows:

Period.	No. Carrying Pass.	Cars, value carried
8:00-8:30	10	510
8:30-9:00	12	510
9:00-9:30	10	510
9:30-10:00	12	510
10:00-10:30	10	510

What It Shows.

This would show that while more than sufficient cars were being run between the hours of 8:30 and 9:30, and between 9:30 and 10:30, not enough were being run between 7:30 and 8:30, in which event the company would be required to rearrange its schedule. The same kinds of observations would be made with all types of cars on all lines.

As far as enforcing the rules so far as the public is concerned, the commission admits that it is powerless. If Mrs. Jones insists on crowding into a car that is already loaded to its theoretical "carrying value," she cannot be stopped. She and others like her who prefer to crowd in rather than wait for the next car will be in which event the company would be required to rearrange its schedule. The same kinds of observations would be made with all types of cars on all lines.

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